30. **Marine.**—The question of the development of sea-ports had been, for some time past, engaging the serious attention of Government, and as a first step, it was resolved to place Alleppey, the premier port of the State, under a Port Officer with nautical experience. The Madras Government having kindly lent the services of Lieutenant Commander W. L. Kelly, R. N. R., he was appointed Port Officer at Alleppey, and he took charge of his duties in March 1915. The Marine Section was separated from the Excise Department and constituted into a separate department. Besides controlling the shipping, management of the pier, etc., at Alleppey, Lieut. Kelly also directs the work at the Trivandrum, Quilon, Colachel and Srimulapuram ports. The port of Alleppey has not been developing in the manner and to the extent that may be expected, notwithstanding its many undoubted natural advantages, and the Government hope that under Lieut. Kelly its condition will improve.

31. **Public Works.**—The total expenditure on Public Works amounted to Rs. 38,50,872, of which a sum of Rs. 34,63,050 was spent by the Chief Engineer's Department, and Rs. 3,87,822 by the Maramat Department. The number of divisions and sub-divisions remained the same, but the number of sections was reduced from 56 to 53. The total outlay on original works and special repairs amounted to Rs. 21,58,492 and that on maintenance to Rs. 7,46,957. The length of the main roads and village roads maintained during the year was 2,521 miles and 1,705 miles, respectively. Among the important original works of the year may be mentioned the re-construction of the platform of the Kuzhittura bridge, finished during the year at a total cost of Rs. 1,96,066, the opening of a portion of the canal from Alleppey to Shertalay, the outlay on which to the end of the year was Rs. 2,45,692, the improvement to the first and second sections of the Commercial Canal at Alleppey, the expenditure on which up to the end of 1090 amounted to Rs. 2,90,142, and the different works in connection with the construction of the Women and Children's Hospital at Trivandrum, which absorbed Rs. 1,07,958, during 1090. Only a mile each at either end of the canal from Alleppey to Shertalay has been now completed. The remaining portion of the work has been held in abeyance, owing to the prohibitive cost of construction and the abnormal recurring cost of maintenance, and the Chief Engineer has been asked to advise the Government as to whether a gravelled road or a light railway is not more feasible. The construction of the Women and Children's Hospital has been practically completed and it will be soon handed over to the Medical Department. The [illegible]ions for constructing a bridge over the Rani river at Chengannur, for tracing a cart-line through the Cardamom Hills and for diverting the Palaruvi into the Shencottah taluk were proceeded with.

32. **Railway.**—All the lands required for the Extension of the Railway from Quilon to Trivandrum were acquired and handed over to the South Indian Railway Company and the construction of the line is in progress. The amount spent by the Government on the Extension to the end of 1090 was Rs. 18,75,085, and up to the end of December 1915, Bh. Rs. 23,86,436. You will remember that the original estimate for the construction of the line was Bh. Rs. 29,72,252. This estimate, however, has been found, from later experience, to be far from adequate and a revised estimate for Bh. Rs. 54,02,579, forwarded by the South Indian Railway Company, is now being considered by the Government. For several reasons, it was not found feasible to push on with the work expeditiously and hence the construction of the line could not be completed before the close of 1915, as originally expected. Every attention is being devoted to this important subject and the construction of the Railway will, on no account, be needlessly delayed.

33. **Anchal.**—There was an increase in the number of covers posted, both private and official, 72 per cent of the increase being under the former head. The total length of the mail line at the end of the year was 1,285 miles and the total length of the motor service 123 miles. The number of offices and letter-boxes rose from 210 and 279 to 211 and 294, respectively. All the offices were transacting hundi business, the total value of the hundies issued being Rs. 27,50,680, against Rs. 25,75,657 in 1089. The Savings Bank system was extended to five more offices.

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